

# LANSING EXPOSED CAILLAUX

**U. S. Government Charges Former Premier of France Was in Communication With Berlin Through Notorious Von Luxburg.**

Paris, Jan. 15.—The arrest yesterday of former Premier Caillaux was due principally to a cablegram from Secretary Lansing in Washington.

Secretary Lansing's cablegram said that the American representative in Buenos Aires had been able to establish that Caillaux, during his visit to Argentina in 1915, had been in communication with the Berlin foreign office through Count von Luxburg, then German minister to Argentina, with the object of concluding peace with Germany at any price, so as to permit the resumption of business.

It is understood that this evidence will be published in America immediately.

The investigation of the Italian connections of former Premier Caillaux, who was arrested yesterday, is said by the Matin to have resulted in the discovery of important military and political papers in the safe of the bank in Florence which was rented under the maiden name of Madame Caillaux and used by the former president during his visit to Italy in December, 1916.

Among the political papers found in the safe, the newspaper asserts, were several of notes in which Caillaux, in the expectation of forming office as premier, drafted a cabinet designated a generalism and sketched various "exceptional" measures. These measures included the arrest of certain politicians and generals, among whom Premier Clemenceau is said to have been one, and the dismissal of several officials.

In addition to these, says the Matin, there were documents of a military character which by their very nature seem to constitute the strongest evidence against M. Caillaux.

Washington, Jan. 15.—Secretary Lansing today refused to affirm or deny comment on the Paris dispatch. "There seems to be no doubt, however, that some such dispatch is contained in the captured Luxburg correspondence. Early today there was no immediate prospect of its being given out for publication here."

# 2 RELIEF COAL BARGES BOUND FOR CITY SUNK

Tuesday, Jan. 15

Two large loads of coal, one being anthracite, destined to give relief to the hundreds of sufferers in this city, were sunk in the Sound off City Island this morning in 26 feet of water. The ships were assigned to the Berkshire Iron & Coal Co. and started out of New York harbor early in the morning. Entering the Sound through the narrow neck, they became wedged in ice floes and were crushed like paper boxes.

So another 24 hours has passed and the domestic situation is not relieved. Three barges of soft coal arrived in the harbor today and were assigned to the United Illuminating Co., Connecticut Co. and Bridgeport Gas Light Co. This was not sent through government influence, but is part of orders filed at the mines last May.

# SELL MANY U. S. THRIFT STAMPS IN CONNECTICUT

Hartford, Jan. 15.—Thrill stamps and war savings certificates in excess of \$200,000 were sold in Connecticut for the period beginning December 1 and ending on January 7, according to announcement made today at the state director's office in this city. This includes stamps sold by post offices, banks and other authorized agents.

Connecticut's allotment to be disposed of for the year ending December 31 is \$26,000,000, amounting to more than \$2,000,000 a month. Bridgeport agents alone expect to sell \$10,000 worth of stamps every week, and Hartford, New Haven and Waterbury are expected also to reach this figure. Those in charge are highly gratified at the showing already made, especially in view of the fact that as yet the organizations in the different towns have not been completed.

The state director is now recommending that agents be appointed informally without the authorization which heretofore has been required from the Treasury Department. It is expected that within the next few weeks 10,000 agents will be appointed in Connecticut.

# FIRE DAMAGES LIGHTER

Jersey City, Jan. 14.—The steamer lighter Chelsea, owned by the Norwich & New York Propeller Co., was damaged by fire here early today. The loss is estimated at \$2,000. The cause of the fire is not known.

# YARMOUTH, ENG. BOMBARDED BY GUNS FROM SEA

London, Jan. 15.—Yarmouth was bombarded from the sea last night, it is announced officially. About twenty shells fell in the city. Three persons were killed and 10 were injured.

Fire was opened at 10:55 p. m., the announcement says, and lasted about five minutes. The material damage was not serious.

Attacks by German naval forces on English coast towns, of which there have been several early in the war, have been infrequent in recent months. The last previous occurrence of the kind officially reported was on Sept. 4 last. On that day a German submarine bombarded Scarborough, causing the death of three persons and the injury of five.

Yarmouth is on the North sea, 115 miles northeast of London. It is a city of about 50,000 inhabitants, with important ship building and fishing industries.

# CHANCELLOR TO MAKE REPLY ON PEACE SPEECHES

Amsterdam, Jan. 15.—Most important conferences were held in Berlin at the week-end, according to German newspapers. They were begun by the emperor's reception to the crown prince on Saturday, when Field Marshal von Hindenburg and Gen. von Ludendorff also conferred with a number of leading personalities.

Sunday there were important discussions between the higher army command and Chancellor von Hertling, then the emperor had an audience with three hancellor and Field Marshal von Hindenburg. The results of these various conferences will be the basis for a further discussion on Monday between the emperor and von Hindenburg. Von Ludendorff, Von Hertling and the crown prince.

It is said that Dr. von Rosenberg, assistant to Foreign Secretary von Kuehlmann, has been summoned hastily to Berlin by the emperor and has left. He is said to be on a special train.

According to the Zeitung Ammitas, Chancellor von Hertling is expected to make two speeches. One will be before the main committee of the reichstag on foreign policies and the other will be before the Prussian upper house on home policies. The one before the reichstag committee probably will be on Wednesday, when the chancellor will reply to President Wilson and Premier Lloyd-George and "in advance to those statements that Entente statesmen are expected to make."

# CHICAGO'S BOYS UNCOVERING CITY FROM SNOW PILE

Chicago, Jan. 14.—An army of workers estimated at more than 100,000, including 60,000 school boys, today resumed the attack on the great snow drifts that for 48 hours tied up railroad traffic in this city and vicinity and caused what the health authorities termed an alarming shortage of fuel and milk.

As an emergency measure the public schools of the city did not open today, the board of education having decided that the boys could render valuable service in clearing away the snow.

Every one of the 57 steam railroads entering Chicago resumed limited service today, but officials said it would be at least two days more before anything like normal passenger schedules could be established and perhaps a week would elapse before movement of freight trains could be put back on the same basis as before the storm.

Every ton of coal in the railroad yards was commandeered by County Road Administrator Raymond E. Durham and orders were given to the railroads to divert coal on the tracks to the most available yard or team track. Stock trains unloading, but numbers of cattle and hogs were found frozen in the cars.

Thousands of suburbanites were compelled to spend another night in hotels because of the abandonment of suburban train service.

# SON OF GERMAN OFFICIAL HELD AS TEUTON SPY

Jersey City, Jan. 15.—William Merselinger, said to be a son of the inspector general of prisons in Germany, is in the Hudson county jail here today, charged by federal agents with having knowledge of Brooklyn water front fires.

# TWO PROVIDENCE WOMEN ARRESTED BY U. S. AGENTS

Providence, Jan. 15.—Two women were held here today by federal officials, charged with acts detrimental to the conduct of the war. Miss Amelia Ventrona, who was arrested yesterday under an indictment in the federal court, is alleged to have said at a public meeting:

"I hope the mothers whose sons go to war will never see them again alive."

# MERIDEN OUSTS GAMING

Meriden, Jan. 14.—Mayor Henry T. King in extending his edict against gambling in Meriden today notified the police to clean the city of all slot machines, punch boards and like gaming devices and to warn all proprietors in whose places they are found that such devices will not be tolerated during the present administration.

The British casualties for the last week totaled 24,797 officers and men.

# HALF MILLION LIFE SAVERS IN CONN FEB. 1ST

**War Savings Committee Sets New Mark for Work of Campaign**

Hartford, Jan. 15.—"Five hundred thousand war savers in Connecticut before February 1," is the slogan which has been suggested at the office of the State Director of the Connecticut War Savings committee to indicate the mark at which this state is to aim in the war savings campaign, now in progress.

To assist in the plans of the State Director many of the forces in the state which have made past campaigns successes, have been enlisted, and already success is predicted. After the 500,000 mark is passed an attempt will be made to increase the number to at least 800,000, with the ultimate hope of enlisting a million savers. Assisting in the project are all the forces of the Connecticut State Council of Defense, women's organizations, schools, factories, fraternal societies and other factors.

Connecticut's total allotment which this state is expected to raise by the sale of thrift stamps and war savings certificates by January 1, 1918, is \$25,000,000, an average of almost \$25 per capita. The task is a tremendous one, but those in charge predict success.

# ALLIES CUT OFF REIMPORTATIONS INTO HUN HANDS

Washington, Jan. 14.—Germany's imports of food have been stopped, not only by prohibition of re-export of food supplies sold to neutrals but also by Allied control of products used in shipping foods grown wholly within those countries, according to consular reports today. Advertisements for German twine appearing recently in Danish papers revealed that exports of preserves to Germany had been shut off because twine used in the packing was sold by the Allies under agreement that it should not be re-exported. German twine had to be obtained before orders could be filled.

Similarly condensed milk shipments were stopped by forbidding re-exportation of cork tops. Wool eventually was substituted.

All dairy products sold to Germany have been reduced in quantity by shortage of cattle feed which necessitated slaughtering of many cows in Holland and Denmark.

# DEFENSE COUNCIL IS CO-OPERATING WITH RED CROSS

Hartford, Jan. 15.—The Connecticut State Council of Defense and its agencies in towns and cities throughout the state are working in closest co-operation with the American Red Cross. Inquiry at the council's headquarters at the State Capitol today revealed that all the war bureaus and town committees representing the council have been instructed to work in closest co-operation with the Home Service Section of the Red Cross in their localities.

All work for the welfare of the families of men and officers in the armed service of the United States and its allies and of their families resident in this country, which is the field of work which the Home Service Section of the Red Cross is authorized to cover, is to be referred to the local section of the Red Cross, the council has ruled. Any relief or charitable work outside of this field to be undertaken by a war bureau, the council has directed, should be entrusted to a committee, distinct from the Red Cross Home Service Section Committee.

In this way, the council hopes to guard against any confusion or duplication of work in the field of the Red Cross, at the same time making available to local branches of that national organization the large amount of data which has been and will be collected by the council's agents and which will be of great value in the work to be done.

In a recent letter to the council, Alexander W. Wilson of New York, director of civilian relief of the Atlantic Division of the Red Cross, wrote:

"I have read with interest the program you have outlined for your war bureaus, and am delighted with it."

# ELEVEN HUNDRED VESSELS ARMED AGAINST U-BOATS

Washington, Jan. 14.—Eleven hundred ships have been armed by the navy against submarine attack since last March, it was revealed today in the report of the house naval investigation sub-committee, published here. The statement, which summarizes the results of the committee's inquiry in the work of the ordnance bureau of the navy, was issued by its chairman, Representative Oliver of Alabama.

The committee, says the report, is impressed with the wartime efficiency of the bureau, which has not only responded promptly to all demands for ordnance of standard types but has found time to develop new material, such as improved depth bombs, smoke screen apparatus and heavier gun equipment for aircraft.

# ENGLAND NEEDS 450,000 TROOPS, ASSERTS GEDDES

London, Jan. 14.—Between 420,000 and 450,000 troops must be raised at once in this country, Sir Auckland Geddes, minister of national service, told the house of commons today.

The minister said this was the absolute minimum, and that it might be necessary during the year to take more men from civilian life for the army.

# PLAN TO ENROLL 700,000 EVERY YEAR IN ARMY

**New Administration Bill Provides for Registration of Those Who Attained Majority Since June 5—National Army Men to Be Employed in Raising Crops.**

Washington, Jan. 15.—At the request of the war department today Chairman Chamberlain of the senate military committee introduced a bill for the registration for military duty of all men who have become 21 years old since June 5, 1917, when the draft law went into effect.

Another bill which Senator Chamberlain introduced at the request of the administration would provide for furloughing national army men for harvesting crops and other agricultural duty.

Another bill would put the quota of states on the basis of available men in the first class instead of on population.

In determining on the registration of men who have become 21 since June 5 the war department has rejected any plan to raise the age limits to the draft to take in men over 31.

Registration of men who have become 21 since the draft law was enacted was recommended in the recent report of Provost Marshal General Crowder as one of the means by which a supply of men for the national army might be assured without taking those who might have others dependent on them. It could be done also, the provost marshal general pointed out, by extending the age limit above the present line of 31.

The war department has adopted the first suggestion. It is estimated that it will add each year about 700,000 men to the draft available.

Congressmen have been advised that further legislation would be necessary to perfect and carry on the draft, and the passage of Senator Chamberlain's bill with administration support is expected promptly in both houses.

Another bill introduced by Senator Chamberlain would provide a distinctive badge or button for exempted men.

The bill changing the method of state quota is believed to provide a more equitable system and will exclude entirely enemy aliens from the basis.

Character, principally of concrete or reinforced concrete, and have been designed not only with a view of strength but with some idea of beauty.

The increase in motor traffic has been abnormal. The total amount spent on maintenance and repairs on trunk line roads for the year was \$1,495,486. In comparison the amount in 1913-14 was \$785,099. In the latter year the miles maintained were 744, while the past year the figure was 923. The total expended the last year for hard pavement was already ready constructed was almost twice that expended in any previous year.

Form maintenance of state aid roads the cost was \$191,955 for 533 miles, as compared with \$119,678 and 389 miles in 1913-14.

The total amount expended for both ordinary and permanent repairs of trunk line roads for the mileage under repair for the past four years is as follows:

1913-14	\$87,192.58	\$785,099.34
1914-15	\$87,936.44	
1915-16	\$85,761.77	214,174.74
1916-17	\$81,608.72	
1917-18	\$1,495,486.45	

Particular attention is called to the fact that the total amount expended for permanent improvement, namely the placing of hard pavements on roads already constructed is almost twice that expended in any other year. Experience has shown, Commissioner Bennett says, that the concrete road so far has been thoroughly successful and with one exception, due to faulty construction, no serious defects have been found.

The following table gives the cost of ordinary maintenance and the cost of placing permanent pavement on trunk line roads already constructed:

1913-14	\$87,192.58	\$197,916.76
1914-15	\$87,936.44	
1915-16	\$85,761.77	214,174.74
1916-17	\$81,608.72	414,478.66
1917-18	\$1,495,486.45	786,066.80

The department spent the past year for repair equipment, motor trucks, crushers, etc., \$65,307. It has been found necessary to increase equipment to take advantage of the use of machinery in the repair of highways and to secure rapidity in execution.

Automobile fees have increased sufficiently to take care of the ordinary repairs of roads and provide for supervision and to allow of some replacement of roads with permanent pavement. But even with the increased vehicle fees, it is necessary to provide additional appropriations for replacements and this policy has been adhered to by the Legislature of 1917 so that our program of replacement can be carried on consistently and in such manner as to provide hard surface roads where they are most needed.

The commissioner's report takes up specific tasks which have figured as large items of the year's business, such as elimination of grade crossings, improving dangerous spots on trunk highways, work on the Niagara and Thames river bridges, and in carrying out work provided for by act of the General Assembly.

With respect to the elimination of dangerous railroad crossings on trunk line highways, the commissioner is especially insistent upon the development of a definite plan for a progressive removal of the evil. "As the motor vehicle traffic increases the liability of accidents becomes more and more evident. It would seem that the state, the railroad companies and the different municipalities should co-operate in doing away with the menace to life existent at every railroad crossing."

Allusion is made to the fact that twenty-five employees of the department have gone into war service. In conclusion the commissioner points out that highway construction should be prosecuted without let-up to the end

# DELIVERED FROM THEIR MASTERS AFTER 3 YEARS

**Masnieres and His People in German Hands Are Rescued.**

Paris, Jan. 15.—Georges Lascelin, who, since Aug. 26, 1914, has been acting as mayor of Masnieres, one of the villages recently taken by the British troops in their surprise drive toward Cambrai, has related the experiences of himself and the small population of his village under German domination.

The rescue of these French citizens was doubly fortunate for M. Lascelin, for he was to have appeared before a German court-martial on Dec. 5 for refusing to give to the German authorities 60 young village girls.

All the rescued inhabitants of the village taken from the enemy are now in the south of France, where the various municipal authorities are doing their utmost to make them forget the cruelties and hardships they have undergone and make them feel that once again life is worth living.

"Though we were less than two miles from the actual firing line," said M. Lascelin, "our lives for some time had been comparatively quiet. But how monotonous life was! The days, weeks and months passed by and we could see no hope of getting away from the iron rule of the Germans."

"Once, on Sept. 21, 1914, during the battle for Bonnaville farm, we caught sight of French soldiers and signaled to them our plight and our desire to risk crossing the lines. But we were motioned to remain, that the French would soon be in Cambrai. We never saw them again."

"But at 6 o'clock in the morning of Nov. 20 of this year we could hear the roar of the guns getting louder and louder, and though it was itself at the time the hour of our deliverance had perhaps struck. I thereupon ran from house door to house door warning the inhabitants to remain in their cellars."

"At 3 o'clock in the afternoon the British entered the village and had to face the murderous fire of German machine guns. The firing slackened on account of the Germans running short of munitions."

"The upper part of the bridge over the St. Quentin Canal was blown up, but the Germans had not time to destroy the pillars. The same happened to the footbridges over the canal. It was over these footbridges the British came, and advanced into the village during the night of Nov. 20."

"At about 2 a. m. the English advance guards fired their first shots in the village streets. At 6 o'clock the village was completely in their possession. A little later I saw the first British tank, attempt to cross the canal and fall in."

"I then realized that the right moment had come for us to act as quickly as possible, and encouraged by a courageous population, I crossed the canal and went to report to the British authorities, who immediately took steps for our safety and evacuation."

"Carrying a white flag, to warn British runners of our presence, and running the gauntlet of German bullets and shells, I got together some 900 persons from neighboring villages."

"Some were old, enfeebled men, women and children, two of the latter being two months old. There were also two blind persons."

"No thought could be given to carrying much away with us. The Germans had often warned us and told us to be ready to evacuate the village at 30 minutes' notice. Consequently everyone had prepared his little bundle of linen and family souvenirs in the event of the Germans taking us with them, where we should have been treated as hostages."

"The two blind persons, a woman and her baby, were placed in a waiting motor car, the only one the British could detail at the moment, and were driven away. The rest of us had to walk to Gouzeaucourt, a distance of 10 miles."

"During this march we had to cross the whole battlefield, then swept by machine gun fire and still strewn with barbed wire. Many women wore their clothes and lost their hats, and some of the younger girls tore their skin so bad that many of them are still under treatment."

"Yet, with all their troubles, every one was happy in the thought of once again belonging to the mother country."

"No description of mine can convey to you what our first step toward freedom was like. Tied up, sometimes on our knees, other times lying down flat, we had to cross the shell-swept area. We got into communication trenches where, in places, soldiers were still fighting desperately."

"The United States have now for the first time in their history entered the struggle of civilization against barbarism, of freedom against tyranny. I do not think that these new views on co-operation in the New World could have been introduced in a nobler manner than they have been introduced in the public pronouncements of President Wilson."

"I think that the day America entered the war was one of the most important in the annals of mankind."

that the system of highways shall be continuous and available for the transportation of men and material for war purposes. "The steam railroads and other transportation facilities are loaded beyond their capacity. Added to this, the difficulty of securing labor and the future intensive transportation of coal and munitions would seem to indicate the necessity for future development and use of the highways by motor truck. Consequently, it seems that the work of this department is highly important and not to be classed with the unimportant and unessential things to be discontinued because we are at war."

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# Urge Legal Holiday For Each Monday

New York, Jan. 15.—As a means of conserving fuel throughout the Eastern states which have been vitally affected by the coal shortage, it was announced today that federal fuel administrators have recommended that President Wilson declare Monday a legal holiday throughout this territory for the next eight or ten weeks.

It was said that this decision was reached at a meeting last night attended by P. H. Noyes, representing Fuel Administrator Garfield; A. H. Wiggin, fuel administrator for New York state; Reece Schley, New York county fuel administrator, and J. J. Storow, fuel administrator for New England.

The declaration of one legal holiday weekly was unanimously agreed on as the best means of conserving fuel and affecting a general relief from hardships incidental to the coal situation.

# INTERNATIONAL EGG CONTEST

The intense cold wave that gripped New England for more than a week, has effected adversely the egg laying in the Storrs laying contest. Anti-cy-clones are not good for hens. As much as the hen houses are not heated, the birds are not concerned about the shortage of coal. On the other hand, the below zero temperatures have caused considerable suffering in the way of frozen combs and frozen wattles and in consequence, the pullets are not up to normal production. In the tenth week there was a total yield of 1294 eggs or 600 less than for the preceding week and 230 less than for the four year average for this period.

In general, lighter breeds are, of course, more susceptible to sudden temperature changes than the others and yet the unexpected sometimes happens even with hens. A pen of Lehighs entered by A. P. Robinson, Calverton, N. Y., did better work in tenth week than any other pen in the contest and got first place with a yield of 41 eggs. Richard Allen's Rhode Island Reds from Pittsfield, Mass., were second on the honor roll with a yield of 35 eggs. A pen of White Wyandottes entered by W. F. Harris, Melrose, N. Y., were a close third with 34 eggs to their credit. Thomas J. Adamson's Barred Rocks from Laurel Quebec, were in fourth place with a production of 34 eggs.

During the past few months, the high price of poultry feeds has resulted in the depletion of a great many commercial flocks. In consequence of this heavy selling movement, the price of poultry and its products have been relatively low, but it is not expected that this will always be the case. When the shortage comes, a great many people can of course resort to a small flock of their own, as quite an advantage to the food supply of the average family.

# Barred Plymouth Rocks

W. F. Francis, 222  
West Hampton Beach, L. I.  
Rock Rose Farm, 253  
Katonah, N. Y.  
Roddman Schaff, 205  
Fittwilliam, N. H.

White Wyandottes  
Bryanman Farm, 312  
Westville, N. H.  
Obad G. Knight, 313  
Bridgeton, R. I.  
J. Frank Dubois, 254  
East Lynn, Mass.

Rhode Island Reds  
Pinecrest Orchards, 304  
Groton, Mass.  
Faintstone Farm, 237  
Dalton, Mass.  
Richard Allen, 318  
Pittsfield, Mass.

White Leghorns  
Braeside Poultry Farm, 300  
Stroudsburg, Pa.  
Hollywood Farm, 252  
Hollywood, Wash.  
J. O. LeFevre, 267  
New Paltz, N. Y.

Miscellaneous  
Cook & Porter, (Buff Wyandottes) 326  
Easthampton, Mass.  
Ore. Agricultural College (Oregons) 291  
Corvallis, Oregon.  
H. P. Cloyes, (Buff Wyandottes) 222  
East Hartford, Conn.

South Africans  
WON'T TOLERATE  
GERMANS AGAIN

Ottawa, Jan. 14.—Germany can never again be "tolerated" as a neighbor by residents of British colonies in South Africa, Minister of Finance Henry Burton is quoted as saying in advice received from Cape Town via Reuters' Ottawa agency.

In commenting on Lloyd-Geddes' war aim address, the minister is quoted as saying:

"We welcome the reference to the German colonies. It is difficult to exaggerate the feeling in South Africa at any prospect of return of the southwest protectorate to Germany if any concessions are eventually made to German colonization. We can never tolerate her as a neighbor again, especially after the revelations of this war regarding her purpose and methods."

# U. S. TRAWLER IN WAR ZONE SINKS NEAR ROCK IT HIT

Washington, Jan. 14.—An American trawler, operating in European waters, has been lost. Admiral Sims reported the sinking of the little vessel to the navy department today. All members of the crew were saved.

The trawler was lost, Admiral Sims reported, by striking a rock.